



## PUBLIC WORKS

### ACTIVE TRANSPORTATION ADVISORY COMMITTEE MEETING

### AGENDA

Meeting Date: February 21, 2017 at 5:00 pm

Location: City Administration Building, Conference Room 102  
30 S. Nevada Avenue, Colorado Springs, CO 80901

1. Call To Order/Introductions Jim Ramsey
2. Citizen Comment Public
3. Approval of Meeting Summary Jim Ramsey
4. New Business
  - A. PPACG Long Range Transportation Goals Survey Jennifer Valentine  
**Action:** Comments
  - B. Colorado Avenue Improvement Study Ted Ritschard  
**Action:** Discussion
  - C. Priority Bicycle Project List: Overlays Kate Brady  
**Action:** Discussion
5. Old Business
  - A. Bike Master Plan Update: Existing Conditions Kate Brady  
**Action:** Discussion
6. Staff and ATAC Communications Jim Ramsey
7. Next Month Topics Jim Ramsey
8. Adjournment Jim Ramsey

#### Future Agenda Items:

- Trail/On-Street Bike Connections
- Livability/Walkability
- Bike Map Update
- Protected Bike Lanes Workshop
- Complete Streets
- Wayfinding
- Old North End Neighborhood Plan
- Right-turn accel/decel lane conflict



## PUBLIC WORKS

# ACTIVE TRANSPORTATION ADVISORY COMMITTEE MEETING MINUTES

Meeting Date: January 17, 2017 at 5:00 pm

Location: City Administration Building, Conference Room 102  
30 S. Nevada Avenue, Colorado Springs, CO 80901

Members Present: Jim Ramsey, Bonnie Johnson, Aubrey Day, Doug Bursnall, Stephanie Surch, Joe Souvignier, Mark Hopewell, Horst Richardson (CTAB rep)

Staff Present: Kate Brady, Traffic Engineering; Kathleen Krager, Traffic Engineering; Ryan Tefertiller, City Planning

Others Present: Stephen Marsh, Chuck Piersall, Steve Brower, Sandra Vicksta, Cullom Radvillas, June Waller (CTAB), Michael Watry, Larry Hazeltine

### 9. Call To Order/Introductions Jim Ramsey

- Jim Ramsey called the meeting to order at 5:00 p.m.
- Introductions were made.

### 10. Citizen Comment Public

- Cullom Radvillas began to read a statement, however it will be heard during item 5A.

### 11. Approval of Meeting Summary Jim Ramsey

- Correction was made to Approval of Meeting Summary; Bonnie Surch is corrected to Bonnie Johnson.
- **Bonnie Johnson motioned to approve the minutes of the 12/20/16 meeting with the correction, Aubrey Day seconds; Motion passed unanimously.**

Item 5A was moved to follow Item 3.

Item 5C was moved to follow Item 5A.

### 12. New Business

#### A. CTAB Meetings

Jim Ramsey

**Action:** Recommendation

- Jim Ramsey provided copies of the Resolution that created ATAC.
- ATAC is an advisory Committee for CTAB involving non-motorized transportation.
- There has been discussion regarding a joint meeting with ATAC and CTAB.
- Possibly do the joint meeting in about three months.
- Will get everyone on the same page.
- Jim Ramsey suggested doing this in conjunction with the regular CTAB meeting, possibly in April.

B. ATAC Openings

Jim Ramsey

**Action:** Discussion

- There was discussion regarding what makes a quorum.
- There may be a need to add an alternate.
- According to the Resolution, ATAC needs an additional member.
- Bonnie Johnson suggested a police officer on the Committee.
- There were questions whether an officer could be a voting member. Kate will check with legal.
- There was discussion regarding having a member of the Parks Board be part of ATAC.
- There was further discussion regarding ATAC being more intentional about making an impact.
- Stephanie Surch stated she would like acknowledgement that her time and efforts are taken seriously.
- There are three alternates. Adrian Rollett, Jim Fladland, and Nathan Ivan.
- The Committee can add another member and ask them to become active.
- Jim Ramsey stated there is a need to establish term limits on some members and cycle new members in.
- There may be movement towards all Boards and Commissions having to re-apply. Kate will check on that.

13. Old Business

A. Research Parkway Update

Kathleen Krager

**Action:** Comments

- This item was heard directly following Item 3.
- Kathleen Krager advised the decision was made to pull the bike lanes.
- The delineators have been pulled and the remarking will be done as soon as weather permits.
- The reasoning for the decision was explained to the Committee.
  - The speeds did not decrease.
  - There's a need to think long and hard about bike lanes on roads with accel/decel lanes.
  - Didn't see much chance of the traffic analysis changing if the project was continued until next summer.
  - About 80% of the neighborhood opposed it.
- There were things learned from the project.
- Concentrate on bike lanes on roadways without accel/decel lanes.
- Notices need to include people who use the roadway, not just by the distance from the project.

- Roadway dieting is still possible for future bike projects.
- The Briargate Master Plan called for most of Research to be office parks, not residential, so the trip generation for that area has changed greatly from what was planned.
- Put a more practical focus on traffic projections.
- Research was not built after “complete streets” was adopted.
- Complete Streets means a street that serves vehicles, bicycles, pedestrians and Transit. Colorado Springs has a Complete Streets Ordinance, which does not mean putting a bike lane on every street, as some streets are not suitable for putting a bike lane on, i.e. Powers.
- Bike lanes can be on a lot of roads, some bicyclists are comfortable and like to ride on principal arterials as their goal is time efficient commuting.
- Will look at a different way of handling bike facilities in the Research neighborhood.
- It is legal to ride on the road.
- The bike lanes are being ground off this week. Message boards might be used to suggest using the sidewalk on Research as the sidewalk is 10’ wide.
- The grinding expense will be covered by roadway capacity fund, not bike fund.
- Research is scheduled to be overlayed in the summer.
- Lane diets were discussed.
- From a technocrat standpoint, this wasn’t working on a technical level.
- Doug Bursnall mentioned this was not brought to ATAC before the decision was made to end the project.
- Kathleen Krager stated technical or political decisions get made outside of Boards and Committees.
- \*\*\* mentioned putting it back the way it was, is not advancing anything.
- \*\*\* mentioned \$10,000 is a lot of money from the bike tax.
- Stephanie Surch mentioned biggest concern is people who don’t have vehicles are being disenfranchised. Do the concerns of the vocal opposition stretch into other parts of the city without taking into consideration other citizens.
- Kathleen Krager addressed the “elephant in the room”, if a neighborhood group is really angry and gets really loud, do they get to make the decisions and the answer is no. The reason for this decision was the City not seeing any results.

#### CITIZEN COMMENTS

- Cully Radvillas stated Bike Colorado Springs is disappointed this was ended so soon and this was contrary to what they were informed. They feel this was a squandered opportunity to learn about infrastructure potential at a very low cost. They also share the concerns of the opposition to this project and hope that common ground can lead to cooperation with them in the future. Public process beforehand was not thorough enough, and they hope ATAC can consider ways to support this. Transparency of the project was inadequate. The infrastructure didn’t seem to address all the safety concerns, but removing the bike lanes adequately addresses all the safety concerns either. They believe transportation infrastructure including roads, bike paths, and on street bike lanes belong to everybody and not just those who live next to it. They are very concerned that the recommendations by ATAC and CTAB were not used by City Staff, and it has been brought to light that ATAC and CTAB have not been operating according to

- their Charters, and concerned where ATAC recommendations go. Would ATAC appoint a member to join a small team to work on a proposal to improve the effectiveness of ATAC?
- Sandy Vicksta stated she had come to the Committee before and had brought photos of signage for other projects, and asked about signage for this project. It was one month before signs were put up. As a citizen of Colorado Springs she doesn't think any citizen should be subjected to an experiment that is a safety risk. She stated there were numerous traffic accidents.
  - Chuck Piersall stated he is a license professional engineer and took an oath to protect the public. He lived in the Briargate area for 17 years and was concerned about the safety aspect of the project. He mentioned U-turns, delineators and snow plows. He further mentioned when merging onto the street you had to drive across 2 lanes to merge. After the delineators were put in, he observed several people making 3 point turns to make a U-turn.
  - Larry Hazelton stated he lives in the Windjammer area. He thinks the message signs are a great idea because he didn't receive any notification about the project. Thinks we should spend the tax dollars where they're most needed. If we're doing a bike project, start where the bikes are, then move out from there.
  - Sandy Vicksta stated she doesn't think the Public Works (Kathleen) really kept stats on the accidents, and mentioned "near accidents". Kathleen responded that the accident statistics come from the Police Department. She did notice problems with the acceleration lanes, and took that under consideration.
  - Michael Watry stated he sees both sides. He doesn't like how this has pulled apart the neighborhood. He is a bicyclist that lives south of Research and as far as the safety aspect it's been night and day difference, and way much safer with the bike lane. He also said there were things he saw that were dangerous situations. This was kind of 3 experiments in one, bike lane, road diet and taking away the acceleration lanes. If it had been done one at a time, it would have been a different story. This isn't something he would have asked for as a top project. As a community, we need to bridge the gap.

#### COMMITTEE COMMENTS

- Jim Ramsey stated safety is the most critical issue to the Committee and especially making sure various uses don't create any unforeseen complications. The intent was appropriate, but some of the details how it was executed could have been done better.
- Mark Hopewell stated he has worked in engineering since 1969, and disagreed with the statement about not being able to make a U-turn. He was able to make a U-turn with a Dodge Hemi-crew cab. There was discussion about vehicles' turning radius.
- Stephanie Surch stated it's disheartening that this has separated a community. Infrastructure is supposed to connect. Hopes we can find common ground.
- Aubrey Day stated two of the best lessons learned were a better process, and a road like Research merits pretty serious consideration. She respects both sides and wants to spend our tax dollars wisely where to do targeted investments and better understanding of the sentiment and readiness in other neighborhoods where residents had chosen car-centric style.

- Kathleen Krager advised that the first and foremost places that are considered to put in bike lanes is anywhere paving is taking place because it doesn't cost any additional money to stripe with or without a bike lane.

#### B. Bike Master Plan Update

Kate Brady

##### **Action:** Comments

- Kate Brady updated the Committee on the Bike Master Plan.
- Varied a little bit from what was suggested in the RFP process.
- Finalizing the draft vision statement and the project goals.
- Both are the products of the visioning workshop.
- The vision and goals are Point B, current conditions are Point A, and the Master Plan is the roadmap to get from Point A to Point B.
- Kate read the current version of the Vision Statement.
- There was discussion regarding whether commuting should be part of the Vision Statement.
- There was further discussion regarding increasing ridership and performance measures.
- Goals are in draft form and fall under the categories of safety, viability, integration, accessibility and inclusivity.
- Kate gave the timeline for completion of the plan, and upcoming meetings.
- Jim Ramsey suggested attending the April public meeting and the CTAB meeting in place of the ATAC meeting
- Need to have more involvement from others who don't already ride, in order to have a modality shift.
- Cyclists are a separate group that everybody seems to be working against instead of with.

#### C. Downtown Projects Update

Kate Brady

##### **Action:** Comments

- This item was heard directly following 5A.
- Kate Brady gave an update to the Downtown projects.
- The process for the Master Plan was an 18 month process.
- There was discussion regarding eastbound bike trail options at Cimarron and I25 and ADA.
- Still working through design process.
- Balancing a lot of needs.
- There is a Downtown Low Down scheduled for February 15<sup>th</sup>.
- Public information session on February 22.
- Timing on these projects will be determined by Streets and the paving schedule.
- Kate will try to keep the Committee updated on any upcoming meetings for Downtown.

#### 14. Staff and ATAC Communications

Jim Ramsey

- June 3 is free parks day at Memorial Park. Should ATAC be represented there?
- It was suggested to partner with Bike Colorado Springs.
- There was more discussion regarding bike riders paying taxes, bike riders' safety, the attitude of people who don't ride, etc.

15. Next Month Topics

Jim Ramsey

16. Adjournment

Jim Ramsey

- Meeting adjourned at 7:34 p.m.

Future Agenda Items:

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- Livability/Walkability
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